

SENATOR WESELY: Thank you. Mr. President and members, I rise in support of the committee amendments and I do think they help clarify some concerns that were present with the bill. When we get to the main bill I will ask a few questions of Senator Hartnett. But I do think the committee amendments do help alleviate some concerns.

SENATOR HALL: Thank you, Senator Wesely. Senator Wehrbein.

SENATOR WEHRBEIN: Yes, Mr. President, members, I would like to ask Senator Robinson a question, I guess. Does the other rule still apply that they would have to be concrete runways?

SENATOR HALL: Senator Robinson.

SENATOR ROBINSON: Yes, there are...there's criteria in the bill that stipulates what a privately owned public use airport would be. I believe that there were eight private airports and I think five of them meet these new criteria.

SENATOR WEHRBEIN: Okay, I'll wait for a little more explanation from Senator Hartnett, rather than asking questions. I'm sure that will be part of his introduction. But I was thinking of a private airport that does not have paving so they would not fall under...

SENATOR ROBINSON: Yeah, they would not qualify under this.

SENATOR WEHRBEIN: All right. Thank you.

SENATOR HALL: Thank you, Senator Robinson. Thank you, Senator Wehrbein. Senator Bernard-Stevens, on the adoption of the committee amendments.

SENATOR BERNARD-STEVENS: Thank you. I don't want to take a lot of time, obviously, because we're on a time limit on this bill. But just so that members are comfortable, these are private use...these are public use airports and they sell fuel, they pay the tax. The tax goes into the fund. And, if for some reason in the future they would change to be a private airport, the amendment has it that they would have to repay any funds that were given to them under the grant proposal. But right now they are contributing to the fund. They are a public use airport. There's no reason that they should not be able to be competitive